

**P**articipation in the Greenway Compact Program has a broad range of long-term benefits in addition to the local incentives built into the Greenway legislation.

**A**ny successful planning and development rests on a platform supported by three legs, according to the Urban Land Institute: “community livability, economic viability, and environmental sensitivity.” The Greenway Compact Program asks municipalities to find the balance and reap the benefits of these mutually reinforcing goals.

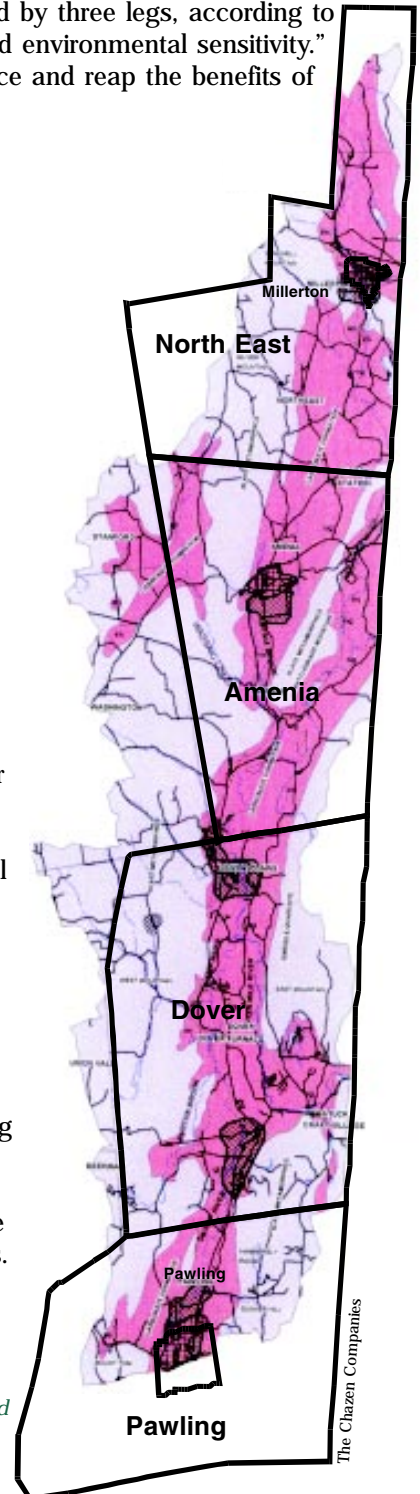
### Community Connections

Rivers and creeks, groundwater sources, roads and resulting traffic concerns, potential trail corridors, and utility systems, to name just a few, cross municipal boundaries. Cooperation between governments and private and not-for-profit groups can accomplish community and area-wide goals that could not be achieved if each municipality acted separately. Partnerships with neighboring communities strengthen the character and economy of each community, while local control protects the unique qualities of individual places and assures participation by local residents.

**Cooperation between neighbors...**Existing models of regional cooperation among communities in Dutchess are numerous and productive. A few examples:

- The cities of Beacon and Poughkeepsie, linked by the river, jointly sponsor an annual Hudson River Arts Festival;
- A locally based Community Development Council annually awards federal funding for housing, community infrastructure projects, human service activities, and economic development grants;
- The Harlem Valley Partnership provides a cooperative approach to economic development for eastern Dutchess communities, including such projects as the Harlem Valley Rail Trail and reuse of state facilities;
- The Town and Village of Red Hook and the Village of Tivoli are cooperating on an open space and trails plan funded by Greenway grants;
- The Northern Dutchess Alliance addresses common concerns such as the Metro-North Rail extension, rural road standards, and economic strategies.

*The four towns and two villages of the Harlem Valley sponsored a joint strategy to protect the quality of their common underground aquifer system with funding from the Greenway and the Dutchess County Water and Wastewater Authority.*



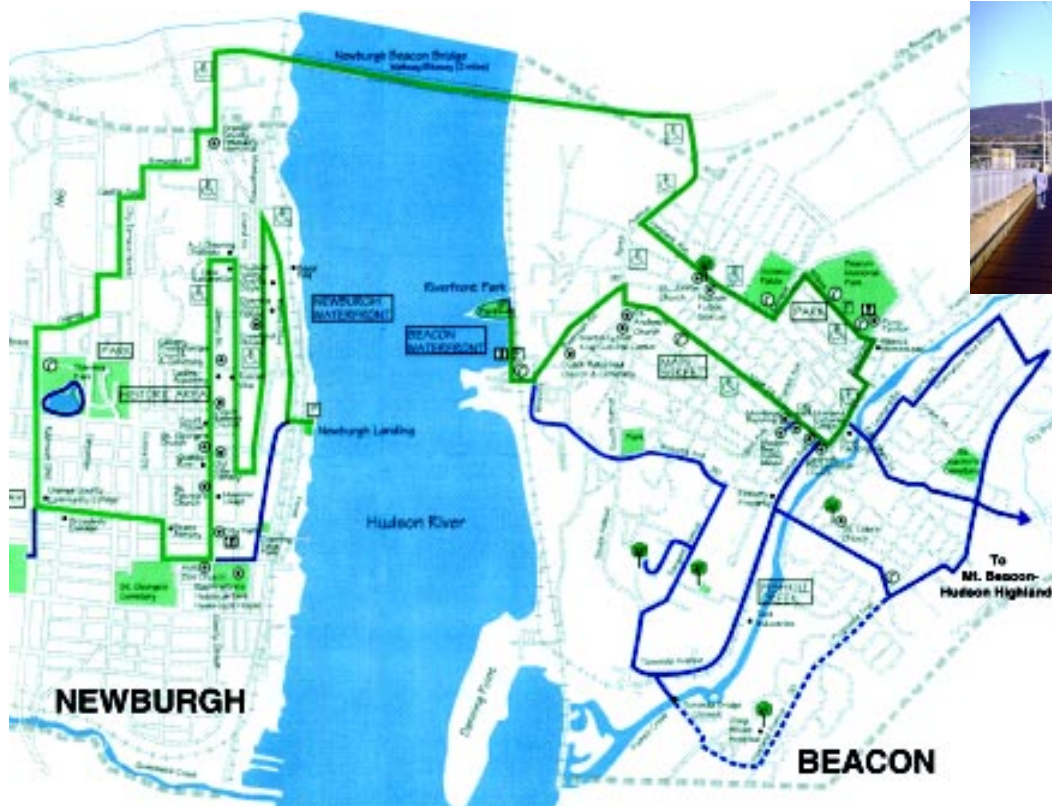
**Opportunities for regional connections...**The Greenway Compact Program looks for regional patterns and creates connections, both political and physical, that can link together separate municipalities into a network of more interesting places. Possibilities for physical Greenways in Dutchess County include:

- **Bike Routes**, including the roads identified in the County's Bicycle Plan and bikeable trails;
- **Scenic Roads**, designated at both the local and state levels;
- **Waterways**, where rivers and creeks are navigable for boating or have access for swimming and fishing;
- **Trails** along the Hudson River and other major creek basins, former rail rights-of-way, and ridgelines;
- **Sidewalks**, which provide essential access from housing to stores and community uses, can also be linked to nearby trails to form a countywide web of walkways;
- **Open Space Corridors**, such as mountainous or forested areas, steep slopes, wetlands, and floodplains, which when linked together provide wildlife habitat, recreational reserves and scenic greenbelts.



*The adjacent towns of Clinton, Stanford, and Washington have proposed or adopted local scenic road laws that can be combined with the Taconic State Parkway to form a larger scenic road system.*

**Broader areas for cooperation between adjacent communities** include surface and groundwater protection, agricultural protection districts, tourism initiatives, water and wastewater management, and development guidelines.



**Trail of Two Cities**



*The City of Beacon, Hudson River Valley Greenway, and Scenic Hudson have worked together to link the waterfront and Main Street to the Hudson Highlands and across the bridge to Newburgh as part of the "Trail of Two Cities."*



**Building communities...**Most of us identify with central places - a nearby hamlet, town center, or regional city. But a close-knit community does not happen simply by close proximity; it takes a collective effort to build stronger communities.

**Directions: The Plan for Dutchess County**, adopted in 1989 and cross-endorsed by 29 municipalities, has as its primary land use policy the strengthening of the county's traditional settlement pattern of compact centers set in rural surroundings.

Focusing development patterns in and immediately around cities, villages, and hamlet centers will help:

- preserve the County's rural character, natural features and important farmlands;
- reinforce historic places and cultural activities;
- promote energy efficiency in transportation and encourage alternatives to our dependency on the automobile;
- offer a healthy mixture of uses and cost options for residents and new businesses;
- encourage social interaction and personal involvement in community affairs; and
- reduce the cost of government by providing more efficient public services.

Greenways are regionally inspired connections between people and places. A classic example is Frederick Law Olmsted's "Emerald Necklace," a string of connected parklands encircling Boston. But it is also important that paths have distinctive destinations. Dutchess County, with its scattered variety of hamlets, villages and cities, is more like a charm bracelet, where each central place along the way has its own unique charm and character. Greenway connections do not merely link central places, they pass through them, bringing some of the natural attributes of the countryside to Main Street. Reinforcing hamlet centers, villages, and city neighborhoods is a primary Greenway benefit.

**Existing centers will become more visually integrated and economically successful when linked by Greenway trails and a scenic road network.**

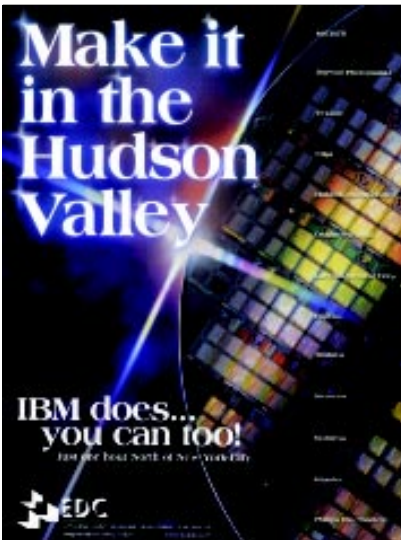


*Illustration by: Patricia M. Houston, DCPD*

*The Harlem Valley Rail Trail through the Village of Millerton has been designed as a centerpiece village green for the business area around the old train station.*

## Economic Development

**N**othing calls us to think regionally more than our economic well-being.



**A Regional Economic Perspective...** Municipal boundaries fade from view when we consider the driving forces of our economy:

- the job market is regional - 24% of our workers commute out-of-county;
- Metro-North makes express connections to and from New York City;
- regional and interstate highways connect across the nation;
- most business relocations are within the New York Metropolitan region;
- regional media sources expand our sphere of economic exchange;
- nearby colleges serve a national and even international demand; and
- state services (e.g., environmental protection, economic development, road and parks improvements) are organized on a regional basis.

The Hudson Valley is not only a natural system of scenic beauty, it is also part of a vibrant regional economy. Dutchess County already benefits from regional cooperation; Hudson Valley tourism promotion, joint marketing of agricultural products, and using Economic Development Zone incentives to attract businesses have all been successful strategies. Establishing common policies under the Greenway banner is a strong step toward broader programs of cooperation that will encourage new businesses and expand existing businesses and industries. Even with the increasing strength of the regional economy, creating good-paying jobs close to home is still a high priority.

Strategies to build local economies must be comprehensive, going far beyond a focus on new sources of property taxes. Infrastructure investment, good school systems, work force training, Main Street revitalization programs, and streamlined approval processes are examples of comprehensive public policies that attract economic development. **Localities should view each other as economic partners, not competitors, feeling confident that balanced, high quality regional growth will also provide long-term strength to the local tax and employment base.**

**The Economics of Place...** Dutchess County is a place people care about, full of historic traditions and prospects for the future. The Greenway Compact Program recognizes the design of our community as an essential economic variable. Quality economic development and quality design in our communities are complementary objectives. It is not necessary to choose one over the other.

There is no better indicator of investment potential than the local quality of life. Businesses looking to relocate and bond rating institutions explore how we educate our children, how we take care of our land, how we manage county and municipal budgets, how we invest in the future. Our pride of place is tested whenever we consider what makes Dutchess County a good investment, either for personal or business reasons.



*The historic Bleachery complex in the center of Wappingers Falls has been converted into the Market Street Industrial Park with about 30 businesses employing over 200 workers.*

**The Economics of Sprawl...**At the initial Greenway public workshops people identified sprawl (defined as spread-out, automobile dependent development) as a major concern. Sprawl is a development pattern with a heavy, unsustainable appetite for land. There are also many economic critiques that show traditional, compact development forms to be much less expensive for both home buyers and taxpayers than sprawling patterns. For example, a New Jersey study showed that planned growth uses only 40 percent as much land compared to sprawl and costs 75 percent as much for roads, 85 percent as much for utilities, and 95 percent as much for schools. Sprawling land patterns could add \$12,000-15,000 expense per house. A long-term Maine study showed that scattered development contributed to multi-million dollar increases for new school construction and busing, even as overall enrollment had substantially declined.

In Dutchess County the most conspicuous costs of sprawl may be in the area of transportation. These auto-related costs are reflected in a variety of ways - number of vehicles needed per family, operating costs, crashes and injuries, local road budgets, time spent in traffic, corrective air quality measures, lower residential property values along busy roads, and loss of human scale in community design, among others.

### Human Scale



#### A few facts:

- From 1940 to 1990, the ratio of automobiles to population has tripled in the county.
- In the last 15 years countywide vehicle miles increased 52 percent, while population grew less than 10 percent.
- Almost 90 percent of us now use cars to get to work with 78 percent driving alone.
- Since over one-third of auto trips are for local errands, car use can be reduced by 18 to 25 percent in well planned, mixed use areas.

### Auto Scale



Car dependency is directly related to zoning that spreads out housing and separates it from stores and job sites. Towns often create large-lot zoning to discourage subdivision development and protect rural land. Yet our agricultural lands continue to decline - by 37 percent overall between 1950 and 1995. When land is subdivided in three and five acre chunks at a time, the loss of agricultural lands and rural character accelerates and the price of housing tends to increase beyond the levels of most local home buyers. Unless coupled with conservation development that preserves a substantial percentage of open space, large-lot zoning only speeds up the conversion of rural land to other uses.

From the Greenway perspective, it is wise economics to maintain strategic open space as an integral part of the development process. Studies consistently show that residential properties near trails and parks appreciate more than standard subdivisions. Good residential site plans that fit into the environment, with useful natural areas reserved, will add to both the enjoyment and property values of residents. Traditional compact development patterns, combined with current conservation techniques, have broad-scale economic benefits, by lowering development costs, providing more efficient public services, and thereby containing taxes.



**Economic Benefits of Agriculture...** Rural land that provides such a picturesque backdrop for our villages, highways, and new homes is actually the working landscape of Dutchess County's third largest industry. Productive farmland is irreplaceable -- once farms have been developed, they are gone forever, along with the businesses that serve them. Also lost is an essential part of Dutchess County's beauty and character.

The County as a whole benefits when the scenic landscape that sustains our rural heritage is hayed, tilled, or pastured, and when development patterns respect the food-producing potential of our best land forever. **Encouraging economic development that supports the preservation and enhancement of agriculture is a primary goal of the Greenway Compact Program.**

With limited fanfare, agriculture contributes over \$100 million to Dutchess County's economy. Its 615 farms account for about 3,500 jobs. Also, Dutchess County's farm landscapes, farm stands and farmers' markets, and pick-your-own operations are the foundation of a growing rural tourism industry.



*Farmland in Pleasant Valley in an area surrounded by strong development pressures.*



*Town of Red Hook*

Dutchess County's agriculture industry provides an integral economic and cultural link to all the counties in the Hudson Valley region. Visitors to the Greenmarket in Manhattan's Union Square are familiar with our local farmers who take advantage of Dutchess County's proximity to the nation's largest consumer market, the New York City metropolitan area.

**Every community has the legal authority to protect its most important resources and determine the extent and location of new development.** Local regulations that support farming as a fundamental component of the region's economic prosperity also maintain Dutchess County's rural traditions.



*D.C. Tourism Promotion Agency*

*The Hudson Valley Harvest Association promotes a regional "brand name" for local produce and processed foods identified by the Hudson Valley Harvest Logo.*





D.C. Tourism Promotion Agency

*Montgomery Place, the historic Livingston family estate in Red Hook, has extensive trails that will be integrated into the Greenway system.*



*The Webatuck Craft Village on the Ten Mile River in Dover features craft studios, galleries, and a country furniture showroom.*

**Benefits of Cultural Tourism...** The Hudson Valley is designated as one of America's National Heritage Areas. Our rich history and beautiful landscapes provide a basis for national and international attention. We share an unbelievable diversity of historic sites, cultural attractions, riverfront properties, farmsteads, country roads, campuses, and parks -- the singular places that make our area different from every other. It pays to protect them, and just as importantly, their surrounding settings.

When we preserve the context of our cultural resources and tourist attractions with well-considered development, we also enhance their value as economic assets. Building a partnership with the Hudson River Valley Greenway, communities will increase their accessibility to expertise and financial resources. Conserving their heritage also supports a \$334 million industry that employs over 9,000 people in more than 700 local tourism-related businesses.

Locally, communities can focus on the authenticity and quality of their attractions. The Dutchess County Heritage Tourism Council can assist the county's historic organizations in reaching their full potential as local research resources and tourism destinations that make connections between sites of related interest.

Regionally, the National Heritage Area Program, administered by the Greenway Conservancy and Council, is already focusing on coordinated improvements along the Town of Hyde Park's Historic Corridor and will be a source of federal funding for projects throughout the Hudson Valley. Marketing our region as a heritage destination can be combined with a concerted effort to create networks of complementary sites and to take advantage of our proximity to New York City, a receiving area for millions of visitors.



*Combining private investments with targeted public funding, the east end of Main Street in Beacon has been transformed from abandoned buildings to an attractive commercial district that brings in antique shoppers from around the region.*



*The Frances Lehman Loeb Art Center at Vassar College in the Town of Poughkeepsie offers an extensive permanent collection from Egyptian to contemporary art, as well as special exhibits.*



## Environmental Enhancement

Since the Greenway Compact Program integrates environmental awareness with community connections and economic development, we can begin to see the environment, and nature in general, in a more interdependent light.

Nature is too often categorized:

- as somehow outside, even the opposite of the human community and the places we live and work;
- as separated resources (wetlands, floodplains, steep slopes, prime aquifers...);
- as focused on natural constraints, negative impacts, and protective regulations.

As a beginning Greenway step, appreciate nature as:

- an essential part of our everyday environment in both cities and the countryside;
- integrated systems that flow through landscapes like river valleys or mountain ranges, creating continuous wildlife corridors and potential trail connections; and
- positive features and surrounding greenbelts that enhance and help shape the places we build.

**Look at environmental protection as more than the preservation of open spaces and untouched outlying areas; Greenways create a conscious intermingling of the natural and human landscapes.**



*Contrasting bird's-eye views demonstrate how development can mix with natural features, as in the City of Beacon, or largely displace nature, as in many development sites along Route 9.*

The environment and our relations to the land can be improved - designed with nature. The *Natural Resources* inventory, prepared by the Dutchess County Department of Planning and the Environmental Management Council, provides a primer with extensive mapping on the identification of important natural elements and the benefits of protective measures. The Greenway Guides will offer additional techniques for environmental sensitivity and successful integration with development. Every human action need not be seen as displacing or degrading the environment. Environmental benefits and economic development can work well together.

*"Building with the environment means seeing planned development and natural systems as intricately linked and viewing natural resources as an opportunity rather than a constraint."*

*Building Greener Neighborhoods by the National Association  
of Home Builders and AMERICAN FORESTS*

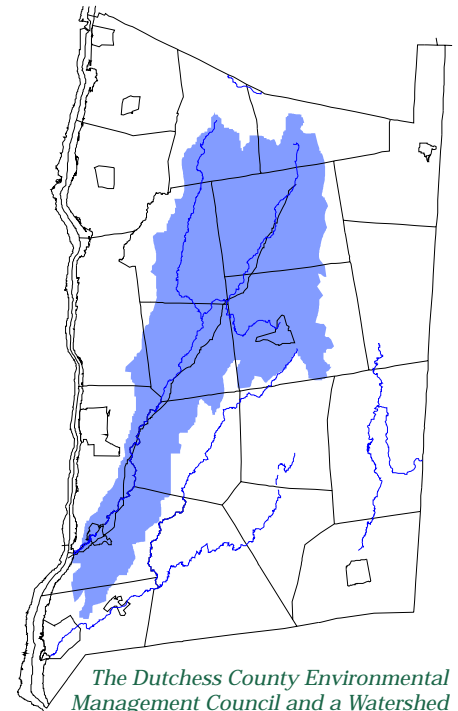


**Sustainability plus...** We have said that the pattern of sprawl is not sustainable, that it consumes far too much land, wastes energy and tax dollars, and is economically inefficient over the long term. Sustainability is an important objective, but protecting existing natural areas and sustaining current conditions may not always be enough. Some deteriorated environments, like the water in the Hudson, abandoned industrial sites, certain dilapidated downtown blocks, or the current state of many commercial strips, need to be restored or reclaimed. **The Greenway promotes natural and cultural resource protection as a primary goal, but the Compact Program also encourages a more comprehensive approach to environmental enhancement - to repair and connect the natural and built environments.**

The carrying capacity of the land is a critical concept linked to sustainability. Natural constraint mapping of wetlands, steep slopes, or floodplains for protection is a valuable tool. But natural features can be considered constraints to be avoided - places to say no - or positive opportunities and unique qualities that make the area distinctive, improve the value of nearby development, and connect to larger open space systems. Identifying important natural features is therefore most useful when coupled with mapping that shows broader natural patterns and areas where development can go. Finding ways to combine environmental enhancement with economic development can reduce conflicts in the environmental review process by focusing on positive alternatives and improvements, rather than merely minimizing negative impacts.

*"Sustainability...can also be expressed in the simple terms of the golden rule for the restorative economy: **Leave the world better than you found it...**"*

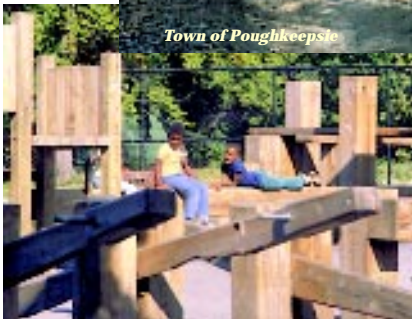
*Paul Hawken, The Ecology of Commerce, 1993*



*The Dutchess County Environmental Management Council and a Watershed Planning Committee have launched a model investigation of water quality issues for the entire Wappinger Creek watershed, covering 210 square miles in 13 municipalities. This promotes intermunicipal cooperation and the broader benefits of environmental systems.*



*Town of Poughkeepsie*



**Access for all...** When nature is appreciated as continuous and interconnected, Greenway systems and potential linkages become more evident. The great outdoors are not just far away in large parks and forest preserves, accessible only on weekend trips or vacations, but available within easy walking distance. Nature is as close at hand as a neighborhood park, a trail that carries on where the sidewalk ends, or along locally designated scenic roads. The possibilities for increased public access, which is one of the Greenway's primary goals, become open-ended. Universal design for people of all ages, incomes, disabilities, and varied interests allows a wide range of recreational choices nearby.

Negotiating trail rights-of-way through private property and across the railroad tracks to the river poses difficult problems. Questions of ownership, maintenance, and liability need to be addressed in each individual case. Studies have shown that Greenway trails have not increased crime, lawsuits, or trespassing, but instead tend to improve the quality of life, the local economy, and nearby property values. Existing public or private insurance policies usually cover any liability concerns and New York's General Obligations Law provides additional protection from lawsuits, if the property is open to the public at no cost for covered recreational activities. The Greenway Conservancy's "Hudson River Trails" booklet contains more detailed information on these and other trail construction issues.

### The Values of Land Conservation and Greenway Trails

- Strengthen connections between nearby communities and the entire Hudson Valley region;
- Preserve our natural heritage, wildlife corridors, and water quality;
- Spur economic development by attracting visitors and new businesses;
- Increase the value of adjacent properties and local tax revenues;
- Highlight historic and cultural sites, farmlands, and scenic qualities;
- Promote cost-efficient land use patterns for developers, residents, and local governments; and
- Provide places for people of all ages and disabilities to experience the outdoors close to home.



For 30 years the sloop *Clearwater* has been celebrating the River as an environmental education experience.



Stony Kill Farm Environmental Education Center features natural history, ecology, and farming programs.



The Village of Pawling plan proposes a tree-lined green as a central feature in front of the historic Dutcher House.

**Continuous learning environments...** In the Greenway legislation, heritage and environmental education were given prominence as one of the five primary goals. Understanding the natural environment, as well as the historical evolution of the area we call home, is an essential backdrop for better choices.

“Environmental Education,” according to Michael Hough in *Cities and Natural Process*, “is more than the biology lesson in the classroom, or the yearly trip to the nature center. It provides no substitute for constant and direct experience assimilated through daily exposure to, and interaction with, the places one lives in.” Children first learn to understand and appreciate nature by playing in a stream, growing a garden, or visiting a nearby farm. Outdoor activities, combined with educational programs in schools or other forums, can reinforce our awareness of the close relationships between nature and community, city and countryside. Greenway policies not only recommend preserving farmlands, wildlife habitats, and important natural features, but also allowing natural elements to flow through cities, villages, and residential districts in the form of streams, park lands, tree-lined streets, and landscaping enhanced by a greater diversity of native species.

**Our place in history...** The same principles apply to appreciating our historic and cultural heritage. Every town has a story to tell. Visiting the Vanderbilt Mansion or other historic site is a memorable event, but the historical context of a local main street also has meaning to our everyday existence. For better or worse, what is built now is creating history. Even if many people crave the convenience and economy of fast food and mass merchandising, do we have to settle for standard franchise architecture that diminishes the distinctiveness and long-term value of our communities?

Since architecture is the most public of art forms and the most visible expression of local history, preserving historic districts and making new structures fit in with local traditions often generates a renewed sense of community pride. Escalating overall property values and economic revitalization are almost always by-products of historic recognition, restoration, and compatibility in new construction. **Greenway policies recommend that communities appreciate their history, build on what is locally unique when constructing their future, then reap the rewards in terms of a higher quality of life, economic development, and tourist potential.** Above and beyond classes, educational publications, and cultural sites, natural Greenways and historically sensitive places provide their own continuous learning environments.